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## VOYAGES AND TRAVELS.

### EXPLORING TOUR BEYOND THE ROCKY MOUNTAINS.

A very interesting and valuable work has recently made its appearance, entitled "Journal of an Exploring Tour beyond the Rocky Mountains, under the direction of the American Board of Commissioners for Foreign Missions, performed in the years 1835, 1836, and 1837: containing a description of the geography, geology, climate, and productions; and the number, manners, and customs of the natives. With a map of the Oregon Territory. By Rev. Samuel Parker. 12mo. pp. 371." This map is by far the best that has yet been published of the almost unknown regions of the far West. It commences on the western verge of civilization, say at Council Bluffs, about longitude 96, and extends to the Pacific Ocean. North and South it extends from lat. 39 to 56. Although necessarily very imperfect, it conveys a pretty good idea of the general face of the country, its rivers, mountains, &c. and we are assured may be relied on, as far as it goes. The "Journal" is a description of occurrences, curiosities, and scenery, as they presented themselves to the notice of our traveller, with occasional observations having a more immediate bearing upon the objects of his tour, viz: to ascertain the most fit openings for missionary operations among the Indians. "The country here described," says the author, in his Preface, "is *sui generis*; every thing is formed on a large scale. Its lofty and perpetual snow-topped mountains rising 20,000 feet or more, the trees of the forest, the wide extended prairies, plants of enormous growth, and the results of volcanic agency, which you meet in almost every direction, render the whole an ever increasing scene of interest to the traveller; and if any statements appear large, it is because the facts are so in themselves." Of the many wonderful things recorded in this book, and which the author assures us were penned with the most scrupulous regard to accuracy, we can copy but a few, referring the reader to the work itself for a connected view of these interesting travels. We are glad to find by the extract first quoted, that a passage is reserved through the Rocky Mountains, suitable for a rail road, as we shall wish to take a trip to the mouth of Columbia river, a few years hence, when we have twelve or fifteen days to spare; or if we don't go ourselves, we may wish to send our children. There is hardly a doubt that such a work will eventually be constructed; and that our latest news from China and the Sandwich Islands will come through this channel. Under date of the 10th of August, 1835, Mr. Parker thus writes:—*N. Y. Journal of Commerce*.

The passage through these mountains is in a valley, so gradual in the ascent and descent, that I should not have known we were passing them, had it not been that as we advanced the atmosphere gradually became cooler, and at length we found the perpetual snows upon our right hand and upon our left, elevated many thousand feet above us—in some places ten thousand. The highest part of these mountains is found by the measurement to be eighteen thousand feet above the level of the sea. This valley was not discovered until some years since. Mr. Hunt and his party, more than twenty years ago, went near it but did not find it, though in search of some favorable passage; it varies in width from five to twenty miles; and following its course, the distance through the mountains is about eighty miles, or a four days' journey. Though there are some elevations and depressions in this valley, yet, comparatively speaking, it is level. There would be no difficulty in the way of constructing a

railroad from the Atlantic to the Pacific ocean; and probably the time may not be very far distant when trips will be made across the continent, as they have been made to the Niagara falls, to see nature's wonders.

#### SULPHUR SPRING.

At a place called Jackson's Hole, a narrow defile near the head waters of Columbia river, is a remarkable Sulphur Spring. Mr. Parker thus briefly describes it:

Here, for some distance, I was much annoyed with the strong scent of sulphuretted hydrogen, and soon saw at the foot of the mountain under the bed of gypsum a large sulphur spring, which sent up as much as thirty gallons of water per minute. Around this spring were large quantities of incrustated sulphur, and so strongly is the water saturated, that it colors the water of the river, on the side next to the spring, a greenish yellow for more than a mile below.

#### MAGNIFICENT SCENERY.

A few miles west of Jackson's Hole, the caravan encamped three days to give their animals an opportunity to recruit.

While we continued here, I took an Indian and went up to the top of a very high mountain to take a view of the scenery around. The prospect was as extensive as the eye could reach, diversified with mountains, hills, and plains. Most of the mountains were covered with woods, but the hills and plains were covered with grass, presenting less of bright green, however, than might be expected, if the summers on this side of the mountain were favored with rains as on the east. The Rocky Mountains at the east presented the appearance of an immensely large bank of snow, or large luminous clouds skirting the horizon. The Trois Tenons were in full view, and not very far distant at the north. They are a cluster of very high pointed mountains, not less than ten thousand feet, rising almost perpendicularly, and covered with snow; five in number, but only three of them are so very high as to be seen at a great distance, and therefore take the above name. Here I spent much time in looking over the extended and varied scenery, sometimes filled with emotions of the sublime, in beholding the towering mountains; sometimes with pleasure, in tracing the windings of the streams in the vale below; and these sensations frequently gave place to astonishment, in viewing the courses in which the rivers flow on their way unobstructed by mountain barriers. After some hours occupied in this excursion, I descended to the encampment, much gratified with what I had seen of the works of God. The soil in this valley and upon the hills, is black and rich, and the time will come, when the solitude which now prevails, will be lost in the lowing of herds and bleating of flocks, and the plough will cleave the clods of these hills and vales; and from many altars will ascend the incense of prayer and praise.

#### PREACHING TO THE NEZ PERCES INDIANS.

Sabbath, 6th. Early this morning one of the oldest chiefs went about among the people, and with a loud voice explained to them the instructions given them last evening; told them it was the Sabbath day, and they must prepare for public worship. About eight in the morning some of the chiefs came to me and asked where they should assemble. I asked them if they could not be accommodated in the willows which skirted the stream of water on which we were encamped. They thought not. I then inquired if they could not take the poles of some of their lodges and construct a shade. They thought they could; and without any other directions went and made preparation, and about

eleven o'clock came and said they were ready for worship. I found them all assembled, men, women, and children, between four and five hundred, in what I would call a sanctuary of God, constructed with their lodges, nearly one hundred feet long and about twenty wide; and all were arranged in rows, through the length of the building, upon their knees, with a narrow space in the middle, lengthwise, resembling an aisle. The whole area within was carpeted with their dressed skins, and they all attired in their best. The chiefs were arranged in a semicircle at the end which I was to occupy. I could not have believed they had the means, or could have known how to have constructed so convenient and decent a place for worship, and especially as it was the first time they had public worship. The whole sight, taken together, sensibly affected me, and filled me with astonishment; and I felt as though it was the house of God and the gate of heaven.

#### BEAUTIFUL WATERFALL

*In a river emptying into the Columbia, near Fort Vancouver.*

Towards the lower part of Brant island I re-embarked, and we proceeded a few miles farther and encamped below Pillar rock, over against an extraordinary cascade of water which descends the mountains from the south. Pillar rock is of basaltic formation, situated on the north side of the river, a few rods from the shore, on a narrow strip of rich bottom land, wholly isolated, rising five hundred feet, on the river side perpendicular, and on the others nearly so. Upon all except the river side, there are some very narrow offsets upon which grow some cedars, and also a very few upon the highest point. The base, in comparison with the height, is very small, giving the whole the appearance of an enormous pillar. This is one of the astonishing wonders of volcanic operations.

The cascade upon the south side of the river is a pleasing wonder. According to the best estimation I could make, its whole descent is not less than a thousand feet. There are several narrow offsets, from most of which the water descends in a white foaming sheet, at an angle of sixty or eighty degrees, presenting the appearance of a white stripe laid upon the side of the mountains. In two parts of the descent there are perpendicular falls, the last and lowest is probably not less than two hundred feet, and before the stream reaches the bottom, it is so dissipated into spray by the accelerating power of the attraction of gravitation, that it disappears, until again collected at the foot of the mountain, and winds its way a short distance into the Columbia.

#### FIRST SIGHT OF THE PACIFIC OCEAN.

On the morning of the 22d, we waited for a favorable tide, until nine o'clock, when we got under way with a brisk wind from the east. Here the river begins to spread out into a bay, but owing to many shoals, the navigation is difficult. We ran aground, but the increase of the tide set us afloat again, and soon the great Pacific ocean opened to our view. This boundary of the "far west" was to me an object of great interest; and when I looked upon the dark rolling waves, and reflected upon the vast expanse of five thousand miles, without an intervening island until you arrive at the Japan coast, a stretch of thought was required, like contemplating infinity, which can measure only by succession, its expansion and sublimity. Like the vanishing lines of prospect, so is contemplation lost in this extent of ocean.

The steamboats "Newbern" and "Beanfort," built in this city for the service of the Government, sailed for Newbern on the 22d ult. These boats are fitted with a dredging apparatus attached to the steam machinery, and are to be employed in Core Sound, under the direction of Capt. SWIFT, of the Engineer Corps. —*Baltimore American.*

## MISCELLANY.

*From the Liverpool Albion of May 28.*

### IMPORTANT INVENTION.

ERICSSON'S PATENT PROPELLERS FOR STEAM AND SAIL VESSELS.

There may now be seen at Mr. John Laird's iron steamboat building yard, at North Birkenhead, on Wallasey Pool, an Iron boat of rather a singular construction. The boat is nearly finished, and will be finished in about a fortnight from this time. As soon as she is fitted with her apparatus, she will be tried on the Mersey. She is named the Robert F. Stockton, and is intended for a tow boat on the Delaware and Raritan canal. Should the principle on which she is constructed, and the mode by which she is impelled answer, in practice, the expectations of the inventor and his friends, an important revolution will be produced in the navigation of the ocean by merchant vessels.

We have been favored by Mr. Ogden, the Consul for the United States at this port, under whose superintendence the boat has been built, with the following scientific details respecting her; and the principle of the apparatus by which she will be impelled through the water. We intended to accompany the description with diagrams, but could not get them engraved in time for to-day's paper.

"Among the experiments made by the late celebrated Col. Beanfoy, was that of trying the resistance of different surfaces in the water; and the result proved, that at whatever angle a plane might be moved, the resistance was equal to the base, the plane being a hypotenuse of a right-angled triangle. The proof is easily arrived at by constructing two small wheels of the same size, the buckets of the one fixed in a line with the shaft, representing the base of the triangle; and those of the other the hypotenuse, at right angles, or any other angle whose base and other side will form a right angled triangle, and immerse them the same depth in water; then, by suspending equal weights, trying the relative resistance of each, it will be found that A C, in each of the triangles moving in the direction of B C, will be equal to A B, the effective force. One revolution of a wheel eight feet in diameter will give (say) 24 feet progressive motion to the periphery; hence, were the resistance perfect, A B and B C being alike, will have moved like distances, say 24 feet; a circle of 5 1-2 feet would move 16 1-2 feet at each revolution; hence B C, 16 1-2, will be equal to A C 24. Suppose two screws, of the relative diameter of 24 and 16 1-2, the threads of which are cut at the angles of A C, then, it is plain, that one revolution of each must give the same progressive motion, viz; from A to B. There can, therefore, be no loss of power from the relative speed of these two circles, or any other parts of radii constructed in this spiral form; nor can there be any loss from the angle of incidence, and next to none from the receding of the water from the paddles. In the best constructed paddle wheels, (over the side) the loss of power from these two causes, viz: 'the oblique action of the paddle,' and the 'receding of the wheel in the water,' is estimated at one-third; thus, while the wheels have the speed of 15 miles, they propel the vessel but 10. Four propellers, (two pair,) the spirals or vanes giving a base line of 12 inches by 18, and 15 inches deep, with 9 area of 56 feet constantly in action; to obtain which, with side wheels 24 feet diameter, 2 feet dip and 10 feet length of bucket, would be required. The maximum speed of a 24 feet wheel is about 22 revolutions in a minute, equal to 66 revolutions of an 8 feet wheel, from one of which is to be deducted 33 per cent., from the other, next to nothing; for, in the trial made, last year, in the Thames, with the experimental boat, such was found to be the case.

"One of the greatest advantages to be derived



from 'Ericsson's Propeller' is its applicability to sailing vessels, as they are now constructed and rigged, without interfering, in the slightest degree, with their sailing qualities. The power of an *ordinary locomotive engine*, applied to a packet ship, will be sufficient to propel her at the rate of six miles an hour; the consumption of fuel will not exceed from two to three tons of coal per 24 hours; the weight of the whole machinery, boilers, and water, will be less than 10 tons, and the room occupied, from the mizenmast to the stern post, in the hold, leaving the 'between decks' quite free, except the space occupied by the chimneys. Applied in this manner, it will only be an auxiliary to be used in case of need, in a calm or in light wind, and every seaman will be able to appreciate the advantages of such an auxiliary in beating to windward: with a good breeze and two points free, no better *motive power* than wind is required.

"Ericsson's Propellers admit of a variety of application. They may be described as two cylinders of small diameter, say from 3 to 6 feet, revolving in opposite directions, with spiral vanes affixed on their periphery, at such an angle (opposite in each circle) as may be required, (to conduce most with speed or power,) from 45 to 30 degrees, the radii to the centre preserving the same inclination as described in the diagram of the screw. In a moderately sized vessel they may be placed in the centre, as in the canal boat we have already described. In a merchant ship, when used as *auxiliaries*, or in a steam ship when they are to be considered as *prime movers*, a double application may be preferable, in which case the shafts will pass through the *counter* of the vessel, at about four feet from the stern post.

"Her Majesty's frigate *Melea* has been taken as the basis of the following comparison:

The space occupied ft. in	Do. do. for the pro-	ft. in.
for the engine-	posed ship, the	
room isamidships	low-hold only	
from the keelson	from the sternpost	
to the upper deck,	forward,	50 0
61 9	Do. do. below the	
The upper part of	water line,	2 6
the boiler above		
the water line,		
2 6		
Much of the ma-	All the machinery	
chinery above the	below the water	
water line,	line,	
10 0		
Chimneys above	Do. do. from 5 to 10	0 0
the deck,	Tons.	Tons.
32 0		
Weight of the en-	Weight of engines,	
gines,	boilers, propel-	
163	lors, and water	
Boilers,	complete under	100
35		
Water required in		
boilers,		
45		
245		

#### Exclusive use of paddle wheels.

Power of engines 220 horse each.

"The dimensions of the *Robert F. Stockton* are 70 feet over all on deck, 10 feet beam, and 5 1-2 feet draft of water; her engines may be estimated, as they will be worked, at about 40 horse power; the extreme diameter of her propellers is six feet, each plane presenting about 15 square inches direct surface. The experimental boat on the Thames, last year, was 45 feet long, and 8 1-2 feet beam; she was tried with the works of an ordinary locomotive engine adapted to the purpose, and a speed of 9 3-4 miles was obtained. She ran with one of the fastest boats on the river, the *Naiad*, for several miles, without the other gaining the least advantage, and obtained from the Thames watermen the soubriquet of the *Flying Devil*! She was made fast to the *New York packet ship Toronto*, and the following certificate from the pilot and mate, (the captain was not on board,) will show her performance on that occasion:

"We feel pleasure in certifying, that your experimental steamboat, the *Francis B. Ogden*, has this morning towed our ship at the rate of 4 1-2 knots through the water, and against tide.

E. PASHLEY, *Pilot*.  
H. R. HOVEY, *Mate*.

"*PACKET-SHIP TORONTO*, in the Thames,  
20th May, 1837.

"To Captain Ericsson."

The chief advantages to be derived from the new propeller are as follows, viz:

1. A saving of power amounting to nearly one-half, as compared to steamboats at present, will be effected by the almost perfect resistance obtained, together with the circumstance that from no cause whatever can that resistance be increased: hence expansive action is applicable. The great waste of power, occasioned by the action of the sea on the paddle wheel being prevented by the new propeller, an additional saving will be effected in sea going vessels.

2. The new propeller is particularly applicable to inland navigation, which, in consequence of the impossibility of passing locks and other narrow places with steamboats propelled by the ordinary paddle-wheel, is at present deprived of that advantage which the introduction of steam power cannot fail to ensure.

3. The new propeller occupying no space on the sides of the vessel, will, in crowded rivers like the Thames, effect a saving of space, in itself of paramount importance; for one half of the width of the present channel would allow an equal number of steamboats, fitted with the new propeller, to pass as at present.

4. The introduction of the new propeller will also prevent the heavy swell produced by the paddle-wheel; besides which, an advantage of serious importance will be derived, viz: the complete prevention of the frequent accidents of persons being drawn under the paddle-wheels.

5. The action of the new propeller being perfectly uniform, the disagreeable vibration, which is at present produced by the irregular motion of the paddles, will be obviated.

6. Engines constructed to work this propeller will be more steady in their action and less distressing to the vessel than at present, in consequence of the driving shaft being placed near the bottom; the weight and size of the engine frames will also, on that account, be reduced very considerably.

7. This propeller may also be applied to the stern of ordinary sailing vessels, and worked by a small high pressure engine, to be used in calms or light winds, during which a rate of five knots an hour may be obtained, with a very moderate expenditure of power, for the *Toronto packet ship*, of 650 tons, has been towed at the rate of 4 1-2 knots with two 12 inch cylinders and 14 inches stroke, making only 60 revolutions per minute. On account of the extreme lightness of the propeller, (the one used for towing the *Toronto* weighing only 615 lbs.,) it may be made to ship and unship with great facility.

8. For war purposes this propeller is of the greatest importance, since it works entirely under water, out of reach of shot, with engines acting in the very bottom of the vessel, properties quite essential in a war steamer.

From the *Boston Mercantile Journal*.

GLEANINGS IN EUROPE—Italy.—Carey, Lea & Blanchard, of Philadelphia, have just published, in two volumes, another work from the pen of Cooper, descriptive of men, manners, and things in Italy. It is for sale by Ticknor, and contains many lively descriptions and valuable thoughts, although we are by no means a convert to all his philosophical opinions. The following is an extract relating to the

fondness of the Italians for frogs—and Napoleon's celebrated passage of the bridge of Lodi:

"Observing great quantities of what I supposed to be small birds, beautifully white and clean, strung on coarse grass, I went down to examine them, thinking they might be some game of which it would be well to know more; but, on inspection, they proved to be the hind quarters of frogs! There were hundreds of strings of them in the market. I know not how the French got their reputation of frog-eaters, unless it comes through the usual English prejudice; for I feel certain that ten frogs are consumed in Italy for one in France. Indeed, frogs are rather an unusual dish in Paris; nor do I remember ever to have seen them any where on a private table. The country around Lodi, however, is just suited to such a stock, and, literally, thousands are consumed by the inhabitants.

"We were anxious, of course, to examine the celebrated bridge. I found, however, that the people on the spot did not deem the battle so serious an affair as it is usually imagined; and as I have heard, on pretty good authority, that several of Napoleon's battles were fought principally in the bulletins, I went doubting to the river. The stream, you know, is the Adda; it is straggling, and a good deal disfigured by sand banks. The bridge, six or eight hundred feet in length, is narrow; and the land opposite the town is a low meadow. A few houses on that side mark the approach to the bridge, and the buildings of the town do the same thing on the other. As it would be physically impossible to cross this bridge under the fire of batteries of any force, that were in the least well managed, and as the Austrian artillery, if not the very best, is considered among the best in Europe, I was a good deal staggered with the appearance of things. The result of all my enquiries on the spot was as follows, and I presume it is not far from the truth.

"The Austrian army was in retreat, and had thrown the Adda between itself and its enemy. Napoleon arrived in pursuit. Ascertaining that the stream might be forded, he sent a detachment with that object towards a flank of his enemy, and the Austrians retired, leaving a force to protect their retreat at the bridge. Anxious to strike a blow, Napoleon decided to force this point immediately, and ordered the attack. My informant affirmed that most of the Austrian artillery had commenced retiring before the assault was made, and this appears at least probable. Finding that his columns paused under the fire of a few guns left, Napoleon and his generals cheered them on in person. The French did not get across until the Austrians were too far on their retreat to make the affair decisive, but soon enough to seize some of the guns in the rear; guns that the Austrians probably intended to sacrifice.

"I give you this account as it was given to me, by one who affirmed he was an eye-witness. Certainly, after seeing the bridge, I shall not believe that one army crossed it in the face of another that was not completely disorganized. *Au reste*, it was sufficiently hazardous to attempt it in the face of a couple of efficient guns, and the personal intrepidity of the generals would be abundantly apparent even under such circumstances. It was probably a gallant thing, though by no means the precise thing we are accustomed to believe it."

*From the Buffalo Commercial Advertiser.*

**REVIEW AT THE FALLS.**—Many of our citizens yesterday went to the Falls, expecting to see a brilliant display of British troops, who, it was said, were to be concentrated, for the purpose of being reviewed by Earl Durham. They were not disappointed in the review, but the number of men on the ground was much less than had been anticipated, probably not exceeding 600 or 800 in all. On reaching the Pavilion about eleven, we found the troops, consist-

ing of the 43d regiment, a part of the 24th and a company of the Dragoon Guards, paraded in the open, level field in front of the house. Besides the troops we have mentioned there was on the field a small park of flying artillery, and a few lancers on guard.

These troops made a very handsome appearance, and among them were many veterans who had served in Egypt and throughout the Peninsular war. The brass helmets of the Guards are beautiful and classical, but on such a day as yesterday, must have been rather uncomfortable.

A little after 11, the Countess of Durham, accompanied by several ladies, came on the ground. The Countess now would hardly come up to Byron's description of her when Lady Elizabeth Grey, but she is still a very handsome woman.

Soon after the ladies made their appearance, the Governor, dressed as a General officer, and wearing the insignia of the order of the Bath, accompanied by Sir John Colborne, and Admiral Sir Charles Paget, and a brilliant staff, rode into the field and took his station directly in front of the line. The review was managed as such things usually are, and concluded with a sham fight, in which the 43d displayed considerable skill in manœuvring and firing. The soldiers, however, attracted little attention. They were mere machines, and all eyes were directed to him who could put them in motion, and direct them at will.

The Earl of Durham is about the middle height, very young looking, with rather a pleasant expression of countenance, but there is nothing in his appearance strongly marked, or indicative of the great abilities he is reputed to possess. The general cast of his features struck us as being decidedly Yankee. His face is tolerably full, but has nothing of the usual bluff, English look.

A very large number of spectators, Canadians and Americans, were on the ground, and among them we noticed a tolerable sprinkling of American officers, who, we were pleased to see, were treated with marked courtesy. Col. Grey, and several of the Governor's Aides offering to dismount in order to accommodate Major Young with a horse. The offer was declined, but the making it shows the feeling which prevailed.

Sir John Colborne, the Commander-in-Chief, is a fine specimen of an old war-worn veteran, but full of life, vigor, and resolution.

After the review was over, cards were sent round inviting some two hundred guests, among whom one quarter, perhaps, were Americans, to partake of a collation with his Excellency. The collation proved a dinner, and passed off exceedingly well. Just at its close, after drinking the health of the Queen, Lord Durham arose and gave the President of the United States. The remarks with which he prefaced this toast, were very neat and appropriate.

On rising from the table, most of the company from Buffalo were severally introduced to the Earl and Countess, and, declining an invitation to attend the ball in the evening, soon after returned, highly gratified with the excursion, and the politeness with which they had been treated.

**SURVEY OF ST. GEORGE'S SHOAL.**—We have been presented with a copy of the chart of St. George's Bank and Shoal, executed from a survey made by Lieutenant Commandant Wilkes, in the United States brig Porpoise, in the summer of 1836. St. George's Shoal has for many years been dreaded by mariners, being exactly in the track of vessels trading to Europe from New York and more northern ports. This survey has been executed in a truly scientific style—no labor appears to have been spared by Lieut. Wilkes, to give an accurate representation of the outline of the shoal, the depth of water, and the character of the soundings on the shoal and in its vicinity. The result of his labors will be



highly serviceable to navigation, and reflects much credit on Lieut. Wilkes and the officers under his command.

It appears from this chart that the general direction of the Shoal of St. George's is N. W. by N. and S. E. by S., and extends thirteen miles in length, and from one to two miles in width; the depth of the water within this space being ten fathoms and less, but very irregular; the two shoalest places are between  $41^{\circ} 40' 13''$  and  $41^{\circ} 40' 33''$  of north latitude, and  $67^{\circ} 44' 10''$  and  $67^{\circ} 40' 30''$  west longitude, and are knolls of hard sand, *having upon them at low tide, fifteen feet of water.* With the exception of these two places, the shoal may be crossed in any part by an ordinary sized vessel without any danger. There is a rip usually the whole length of the shoal, and at times heavy breakers on the shoalest places. The time of high water at the full and change of the moon, is half past ten o'clock. The flood tide sets first part N. N. W., latter part N. by E. by compass, and runs four hours and a half. Ebb sets first part S. S. E., latter part S. by W., and runs five and a half hours. Time in changing, including slack water, from half an hour to two hours. The rise and fall of the tide is seven feet.

A survey of a similar character is very much wanted off Nantucket South Shoal, and the shoals, banks, and rips, in its vicinity. The junior officers of the navy cannot be better employed than in undertakings of this nature, which tend to test their scientific acquirements, give them practical skill, and at the same time conduce greatly to the interests of navigation.—*Boston Mercantile Journal.*

**ANOTHER YANKEE TRICK.**—The necessity of keeping a sharp look out when we have to do with Yankees is fully demonstrated in the following narrative. Our readers recollect a notice in this paper a few days since, of the safe arrival of the schooner *Ione*,\* Captain Clarke, at Matamoras, after passing the blockade. Having sold the freight at an enormous profit, Captain Clarke took in a cargo of specie and hides worth \$30,000, and cleared again for New Orleans. On the morning of the 25th June, before daylight, the *Ione* passed the bar of Del Norte under canvass with a fresh smacking breeze, and strong expectations of eluding the vigilance of the blockading squadron. But she had not sailed ten miles to sea before the breeze died away and daylight revealed the French brig of war within a mile's distance. So soon as the Yankee was discovered the French commander manned a boat with a dozen sailors and marines, boarded and took possession of her as a prize. All the crew and passengers were transferred from the schooner *Ione* to the U. S. sloop of war *Vandalia*, excepting Captain Clarke, the mate and the cook. A lieutenant and a prize crew of eight men were then put on board and ordered to *Sacrificios*, where the French fleet lay at anchor. Captain Clarke, his mate and cook, were thus detained prisoners in their own vessel, under a guard of nine armed men, including the lieutenant. They submitted to their fate with commendable fortitude till the morning of the fourth of July. The vessel lay becalmed thirty miles from *Sacrificios*. The recollections of '76 stirred the Yankee blood in the veins of the prisoners, and they determined to make one effort for liberty. Fortune seemed to favor the attempt. They stole upon deck about daylight and found only four sailors upon the watch. The residue and the officer having retired to rest. To knock down two of the watch and drive the other two up the rigging before the muzzle of a pistol without a load or flint; to fasten the companion-way upon the lieutenant and lock the fore-castle upon the sailors, was but the work of a moment with this trio of resolute seamen contending for their freedom. Without any bloodshed, and almost without resistance, they took possession of the schooner, and brought her, prize-crew, money, hides and all, safely to New

Orleans. On their way to this port they were met and boarded by a British armed ship, the commander of which applauded the gallant exploit of Captain Clarke, and offered him a convoy to Havana. The whole achievement may be taken as a fair specimen of Yankee daring enterprise, and should be a caution to all who come in collision with that people by which some useful lessons may be learned.

The *True American*, of the 12th, thus refers to the event:

Few things have occurred here to cause so much undisguised mirth as the exploit of Capt. Clarke, of the schooner *Ione*, his mate and steward, in retaking the vessel, and in bringing the prize crew of nine Frenchmen safely into port, bound hand and foot. The particulars of this matter were so generally published yesterday that it is useless to repeat them here. It was highly amusing to observe the worthy Captain reporting himself and his story to the Collector of this port. While the officials were bursting with suppressed mirth, Capt. Clarke proceeded with his story as solemn as a judge in the criminal court. He seemed far more troubled with the few words of the Collector than in surrounding with his body guard of two, the whole of the nine French sailors; and when some doubts were expressed whether the schooner must be sent back again, he calmly observed, he couldn't see why—it was the duty of every captain to bring his vessel to the port of her destination. We learn that it was deemed necessary to make a special deposit of the specie to the order of the Government, and to take bonds for the vessel, and cargo, pending the transmission of instructions from head quarters. The Captain and his company have immortalized themselves, and many was the joke cracked, and bottle too, while laughing at the dilemma of the sleeping lieutenant and his tied up crew.

[\* The name of this vessel has been variously spelled Lane, Lone, and Ione. The latter, we incline to think, is the right one —*Ed. A. & N. C.*]

#### DEATH OF AN OLD PATRIOT.

THE LAST SOLDIER OF THE OLD FRENCH WAR IN CANADA IS GONE.

DIED, in Warren county, Tennessee, on the 8th of June, Mr. JOHN LUSK, (pronounced Lisk in his native Dutch,) at the advanced age of one hundred and four years. He was born on Staten Island, New York, on the 5th of November, 1734, and was of Dutch extraction. Mr. Lusk was in regular service for well nigh sixty years! He commenced his career in the army in the war Acadie, commonly called the French war, when about twenty years of age, and served through the whole of it. He was a soldier at the siege of Quebec, fought in the memorable action of the Plains of Abraham, seventy-nine years ago; saw the brave General Wolf fall; and participated in all the sufferings and hardships of that arduous and memorable campaign. He was also at the conquest of Acadie, now called Newfoundland, by Generals Amherst and Shirley; and assisted in the dispersion of the captured French through the colonies of New England by the Anglo-Americans.

Mr. Lusk early enlisted in the war of the Revolution, and fought like a soldier and a patriot till its close. He was attached to the expedition to Canada under General Arnold; was at the building of Fort Edward, and was there wounded. He was in the battle of Saratoga, where Burgoyne surrendered, and was at the siege of Yorktown, and had the singular and remarkable fortune to see Cornwallis surrender his sword to Gen. Washington.

On the restoration of peace the old soldier laid down his musket and his knapsack for a while, but he did not remain long in inactivity. The "piping times of peace" were no times for him. He left

"inglorious ease," as he esteemed it, on the first opportunity, and enlisted in the army of Gen. Wayne, against the Indians, nothing daunted by the terrors of the wilderness or the stratagems of the powerful and wily foe, though he had already weathered the storms of sixty winters.

At the close of this brilliant and successful campaign, he joined the regular army under Col. Butler, and was stationed at West Point, in this State, now called Kingston. While at this station, he became renowned for his skill in *catching fish* from Clinch river. But at last the brave old man, being worn down with age and infirmities, was discharged as unfit for duty, when near eighty years of age. He left the army in entire destitution, and subsisted for several years upon the cold charities of the world, together with the little pittance he earned by his daily labor as a *broom maker*. On the passage of the pension law in 1818, he availed himself of its privileges, and from that time has been furnished with all the necessities of life. Mr. L. retained to the last all his faculties except that of sight, which for the last ten years had been growing dim. He was a man of remarkable strength of constitution, and elasticity of frame.

He never had a spell of sickness in his life! He was in the habit of walking to the town of McMinville, a distance of seven miles, and back again on the same day, and this, too, after he had reached one hundred years of age—retaining the perfect upright form, and firm step and movement of the soldier to the last.

Thus lived and died one of the most remarkable men of the age. He was witness to more remarkable events, perhaps, than any man living. What revolutions have rolled over the earth since he was born! He was almost coeval with our colonial history. He was an old man when this nation commenced its career. He has seen empires rise and fall, thrones demolished, and new kingdoms spring to existence. Since he hung upon his mother's breast, twenty-five hundred millions of the race have lived and died. But the old man has gone to his fathers at last. Peace be to his memory, and may the grass grow green upon the patriot's grave.—*Nashville Whig*.

From the *Baltimore Sun*.

**THE DYING PATRIOT.**—An incident of thrilling interest, moral sublimity and beauty, occurred upon the last Fourth of July. JOHN CAMPBELL, of Piqua, in the State of Ohio, one of the few remaining veterans of the Revolution, had been lying for several days previous to the Fourth, dangerously ill. His neighbors and friends, and those around his dying bed, plainly perceived that he was fast wasting, and each hour added an additional shade of death to his relaxing features. Judging from appearances, it was supposed he would die upon the first or second of the month. The old soldier, however, negated the idea. He calmly assured those around him that he had but one wish, and that, under the Providence of God, he believed it would be granted. This wish was, that he might look his last upon the cloudless sun of the approaching anniversary—that he might yield up his spirit upon the Fourth of July, the birthday of Freedom, a day made sacred to the greatness of his country, the happiness of mankind, and the destinies of the world. Numerous instances are upon record, where the dying have been sustained by the intensity of some absorbing thought; where the fleeting spirit still shed its vital influence upon the decaying frame, upholding exhausted nature, and giving light and life until a particular hour. It was so in this instance. The spirit of the dying patriot, as if moved by the glorious recollections of the past, hesitated to leave its tenement of clay—its broken residence—clinging with the fondness of old associations to its ruined home. The light of the dawn, commemora-

tive of Freedom's natal day, broke forth in all its beauty upon the patriot's spirit, still domiciled in its ancient residence. The King of Terrors, as if sensible of the purity and beauty of the patriot's piety, or awed by the exalted aspiration of the patriot's spirit, stood a powerless spectator of the invincible majesty of a freeman's mind. The Fourth of July had come, and still the old man lived; between his desire and the immortality to which he was fast hastening, there appeared to be a spiritual communion. The morn, which was ushered in by the roar of cannon and the martial strains of military music, found the old gentleman better than he had been for many days; his heart beat more freely, the light of life was reflected more brightly from his eyes, and his whole countenance gave manifestations of a sublime triumph achieved by the purity of an honorable and patriotic mind over the dull and earthlike struggles of decaying matter. Hour after hour passed on, and still he lived. Repeatedly, when the loud buzz of the people pierced the soldier's chamber, he raised himself, and with fervor breathed a prayer to heaven. At length the procession reached the old man's dwelling—it was about to pass—the spirit-stirring air of Hail Columbia wafted on the breeze, and joyful sounds of the happy people entered the open casement—the light of other days beamed in the veteran's face; he raised himself in his bed, and made his dying request. It was that the flag of his country might be placed before his aged eyes, that he might look once more on freedom's starry banner. His wish was gratified—the procession stopped, the star-spangled flag was displayed—he gazed upon it a moment, turned his eyes in peaceful gratitude to heaven, fell back and expired. Thus died the aged Revolutionary, the brave John Campbell, of Piqua.

What a subject for the painter? How noble a theme for the poet! The orator, the statesman, the warrior, may find a moral here. In that veteran's life was comprised an age of glory—glory to his country, mortality to himself. In infancy and boyhood he had struggled beneath the weight of oppression and thralldom. In the sinewy strength and pride of manhood, he had thrown that thralldom off, and struck a triumphant blow for the liberty of the world. He had lived to see his country free, had enjoyed the fruits of that freedom, had grown old and full of years and honors, and when at last he lays him down to die—to depart for the eternal realms—he looks his last upon the honored flag of his country—the last sounds he hears are those of joyful freedom—and when his spirit takes its leave, it is borne to its immortal home upon the grateful aspirations of the free—aspirations offered up at freedom's altar to the throne of God. Sublime departure! Glorious life, and enviable hour to die! Of the death of such a man, and at such a time, how truly may we say—

"How sleep the brave who sink to rest  
By all their country's wishes blest."

"Their dirge shall be the freeman's sigh,  
Their monument the myrtle tree;  
While truth and virtue, weeping nigh,  
Shall close the patriot's obsequy—  
Nor shall one tear less sacred fall  
Upon the grave of worth,  
Because unblazon'd is its pall,  
And titleless its birth."

From the *New York Evening Post*.

The Danish national brig St. Thomas, commanded by Captain Graah, came up on Monday. Salutes were interchanged between the vessel and the fort on Bedloe's Island. Captain Graah is a distinguished navigator. The following communication will show his title to the appellation.

NEW YORK, July 23, 1838.

Mr. Editor: Eight years ago, if you remember, one of the most interesting discoveries of this century was made by an expedition sent out by the



Danish Government for the purpose of exploring the eastern coast of Greenland. The discovery was at the time given in detail from Danish publications, in the Philadelphia National Gazette. I have not the means at hand to repeat the details and localities, but the essential part of the discovery was this: It was known from ancient Norwegian and Icelandic history, that as early as the fourteenth century, a party of Norwegians or Normans emigrated to the eastern part of Greenland, and nothing had been heard of those bold adventurers since. Some tradition, however, now and then prevailed at the Danish settlement on the southern coast, that a colony of foreigners existed high up in the eastern part, but which was completely cut off from all communication with the rest of the world by impenetrable masses of ice. One object of the above-mentioned expedition was, therefore, diligently to search for this most interesting hermit colony. In this, the commander of the expedition, W. Graah, Esq., then a lieutenant in the Danish navy, fully succeeded, and discovered, after a long search in open boats, and after having suffered immensely from those perils to which navigators in the arctic sea are subject, the Norman colony, for more than four centuries completely secluded from the rest of the world, and, of course, still preserving the habits, customs, manners, and particularly the language of the fourteenth century. The discovery awakened at the time, and deservedly so, the most enthusiastic interest over all civilized Europe. The discoverer was, on his return, promoted and knighted; and Captain W. Graah now being in this port, as Commander of His Danish Majesty's man-of-war brig St. Thomas, I feel persuaded that my reminding you of the above-mentioned discovery will prove interesting to some of your scientific readers.

L. B.

**MUNITIONS OF WAR.**—More than 100 tons of arms and ammunition arrived here, for the Arsenal at this place, on the steamboats Elk and Little Rock, on Saturday last, comprising cannon, muskets, rifles, powder, balls, fixed ammunition, accoutrements—indeed every thing necessary for immediate service, except the soldiers to use them. This is a part of the artillery, arms, &c., ordered to be sent here by the Secretary of War, as advised in the letter of Colonel Bonford, of the Ordnance Department, which was published in the Gazette of the 6th inst.—*Little Rock (Ark.) Gazette.*

### SELECTED POETRY.

*From the New York Mirror.*

#### THE MARINER'S WISH.

BY EPES SARGENT.

A life on the ocean wave,  
A home on the rolling deep:  
Where the scattered waters rave,  
And the winds their revels keep!  
Like an eagle caged, I pine  
On this dull unchanging shore;  
Oh! give me the flashing brine,  
The spray and the tempest's roar.  
Once more on the deck I stand,  
Of my own swift gliding craft,  
Ho! set all sail! farewell to the land!  
The gale follows fair abaft.  
We shoot through the sparkling foam  
Like an ocean-bird set free;  
Like the ocean-bird our home  
We'll find far out on the sea.  
The land is no longer in sight,  
The clouds begin to frown;  
But with a bold crew and a vessel that's tight,  
We'll say, "let the storm come down!"  
And the song of our hearts shall be,  
While the winds and the waters rave,  
A life on the heaving sea!  
A home on the bounding wave!

*From the Knickerbocker.*

#### THE SEA-ROVER.

"O'er the glad waters of the dark blue sea,  
Our thoughts as boundless, and our souls as free,  
Far as the breeze can bear the billows' foam,  
Survey our empire, and behold our home!"

I have no ties to bind me  
To any spot on earth;  
I leave no love behind me,  
No warm familiar hearth;  
But I roam with the changeful wind  
Upon the changeful sea,  
'Mid isles that shed their fragrance forth  
Like the blessed Araby;  
And in the deep and cloudless night,  
We watch each dewy star,  
And our fancies rove through that shadowy light,  
Where the gentle spirits are:

Nor while upon the deep  
We wander far and free,  
Are we mariners without  
Our own wild minstrelsy;  
And the night breeze seems to catch the song  
And bear it on its wing;  
And the laughing breeze seems to echo far  
The voice of our carolling.

When the foam, torn from the billow,  
Flies furious and fast,  
And the good mast, like a sapling,  
Bends to the mighty blast,  
With steady heart and ready arm,  
Fearless, unmoved, we stand—  
(Our bright bow flashing through the sea,)  
My own, my gallant band!

O! who would be a man,  
Fettered, instead of free!  
A sluggard at his hearth,  
With a bantling on his knee!  
While there are seas to pass,  
While there are winds to blow,  
O! who would be content  
With tales of long ago!  
While there is knowledge waiting,  
As fruit upon a tree,  
Which we for others gather,  
Over the mystic sea!

I like not travellers' stories,  
Told at the blazing hearth,  
Of wild and wondrous wandering  
On ocean and on earth;  
When the wine foams in the goblet  
With its glorious ruby light,  
Imagination sparkles  
Proportionately bright.  
I loath to see the simple eye  
In wonder opened wide,  
At hair-breadth 'scapes from shot and steel,  
From rock and tempest tide.

As each adventure wilder grows  
Of the traveller's bold career,  
The listeners gather closer round,  
And cross themselves for fear;  
And many an anxious glance is cast  
Around the shadowy room,  
As if some horrid spectacle  
Lay lurking in the gloom.

But I love, in my own good bark,  
And with my gallant crew,  
To wander free where fancy leads  
Over the waters blue:  
To speak with new-found people,  
Of the world a fresh-turned page;  
O! grateful bounds my spirit,  
That I live in a gallant age!  
O! if the tame ones of the earth  
Could taste the deep delight  
Of feeling free upon the main,  
Whose sway is the bold man's right,  
The sea would swarm with rovers,  
Whose zeal would never sleep,  
While anxiously they gathered  
The treasures of the deep!

Montreal, August, 1837. A. A. MACNICOL.

WASHINGTON CITY ;  
THURSDAY, ..... AUGUST 2, 1838.

The act passed during the recent session, making appropriations for the support of the Military Academy, and for other purposes, was made to carry every thing else, that had not been provided for. This could be done only in the shape of amendment to some bill under discussion, which had already passed one House, it being forbidden by the Rules to take up any new bill in either during the last three days of a session. This bill was accordingly seized upon, and we see that it is made to provide for Collectors and other Custom House officers—Postoffice Clerks—Patent office—Mint—Salaries of officers in the new Territory of Iowa, and of new Judges in the District of Columbia—Contingent Expenses of the Senate and House—laying out roads—Congress Library—models for statues—laborers, horse, cart and driver for the President's House—repairs of the Potomac bridge—investment of the money derived from the Smithsonian legacy—and divers other purposes, as the auctioneers say, "too tedious to mention." We thought, at one time, of publishing the law entire, but upon reflection concluded that it was inexpedient to cumber our columns with irrelevant matter. The title of the law should undoubtedly have been reversed, so as to read, "An act making appropriations for other purposes, AND for the support of the Military Academy."

We were not aware, until looking over the Pensacola Gazette of the 14th ult., that Dr. GEORGE W. EVANS, of the U. S. Navy, was one of the passengers on board the Pulaski, and that he was among those lost.

At a meeting of the citizens of Pensacola, held on the 11th ult., at which HANSON KELLY, Esq., Mayor, presided, a committee was appointed to report resolutions indicative of the feelings of the citizens of Pensacola and of the officers of the Navy, upon the late disaster of the Pulaski. The Committee reported resolutions highly complimentary to the characters and memory of the late Judges CAMERON and ROCHESTER, and the following in relation to Dr. EVANS :

"Dr. EVANS, of the Navy, having been upon this station the last four years, his friends and country deplore, in his fate, the loss of professional promise and moral worth. His distant relatives are assured of our sympathy at his untimely death, and that he is held in grateful remembrance by his brother officers and many of our citizens."

Commodore PORTER arrived at his residence in Chester, Pa., on Monday, 23d ult., and was warmly welcomed by his friends and neighbors. It is said that after remaining a short time with his family, he will return to Constantinople to resume the duties of his station as *Chargé d'Affaires*.

The brig Pioneer, Lieut. Comd't Woolsey, arrived at Baltimore on Wednesday 25th ult. from New York. She is intended to take the place of the schooner Pilot as a receiving vessel, and the latter is to be sold.

The Secretaries of War and the Navy returned to Washington on Friday last, having accompanied the President as far as Richmond, on his way to the Virginia Springs.

At every place on his journey, the President was received with that respectful deference and attention due to his exalted station; and as he travels for recreation, all parade was judiciously avoided.

On Wednesday the President of the United States and the Secretaries of War and the Navy, attended by Commodore Warrington, visited the Navy Yard and Dry Dock, at Norfolk, and then the Exploring Squadron below. Salutes were fired successively at the Navy Yard, and on board the men of war. The Macedonian and the Vincennes were gorgeously decorated with flags.

RED RIVER RAFT.—We have seen with regret a statement in some of the Louisiana journals, that a re-formation of the raft in the Upper Red river has taken place, by which the communications above Shreveport are interrupted. We are now gratified, however, to be enabled to inform our Louisiana friends that measures have already been taken by the proper department for its removal, the moment the season will admit of a boat being despatched for the purpose. The known energy of Capt. SHREVE, who has charge of the work, is a guarantee that it will be executed in the shortest possible time.

We understand that the fine, new, steamboat Milwaukee, of 500 tons, has been chartered for Government service on Lake Erie, in lieu of the steamboat Erie, which was found to be too small for the purpose.

MR. S. CALVERT FORD, at Carlisle Barracks, Pa., is authorized to receive subscriptions to the Army and Navy Chronicle.

*Extract of a letter from an officer of the army to his friend in this city, dated*

"TAMPA BAY, July 15, 1838.

"Gen. TAYLOR is expected to be back from Okefenoke in from four to ten days. The enemy, so far as we can learn, is more hostile than ever, though we have not yet been troubled on this side of the Territory. We have heard that they are determined to hold out to the last. They kill all messengers sent out by the whites, and all who speak of giving up. Some of the most popular Indians have been killed this summer by their own people."

The sixty-second anniversary of our National Independence was celebrated at Frederick, Md., by a military display and a public dinner. Among the guests we observe, were four of the few surviving Revolutionary patriots, and Lieuts. W. F. LYNCH and J. STALLINGS of the Navy.

The eighth regular toast was :

*The Army and Navy of the United States.*

Lieut. LYNCH, of the U. S. Navy, arose, and replied in an appropriate speech to the toast which had just been drunk in honor of the Navy. His remarks were somewhat to the following effect :—

When the Navy was complimented in one of the regular toasts, I did not feel myself called upon to



reply; but the example of the gallant commander of the Baltimore troops, has changed my purpose, for it is the boast of the profession to which I have the honor to belong, that it has ever been forthcoming when called for, be it to bandy knocks or compliments. All unused, therefore, to speaking, and peculiarly unfit for addressing an assemblage such as this, which, within the range of my eye, contains so much of respectability, intelligence and worth—yet hap what may, I will venture, for if there is one feeling above all others paramount in my bosom, one object for which I live, and to advance which I would most cheerfully die, it is the glory of my profession. The navy, originally springing from, by ever mingling, is intimately blended with the people. Abroad, wanderers on the deep, its members never become alienated from the ties of home. Braving every clime, and treading the soil of every country beneath the sun, their close observance of the manners and customs of other lands, only renders them the more devotedly attached to their own. Though Italy be beautiful, and Spain romantic and picturesque; though France be fertile, and England in its wealth magnificent; though the Italian be graceful; the Spaniard dignified; the Frenchman polite and chivalric; and the Englishman, best of all, our own primeval race! brave, magnanimous, and true; yet, America, our own dear native land! stretching from the frigid to the torrid regions, and resting on two oceans, encircles within its periphery every variety of soil and clime, and a native growth of MEN, which even England, proud, aristocratic England, may, like Cornelia of old, exultingly point to and say, *these* are my children!

I am no apologist for England, but much intercourse with the people of that country has dissipated many of the prejudices of education. I believe their virtues to be their own, their vices the offspring of their most odious form of Government; a government of arbitrary and almost insupportable taxation; of taxation bearing most heavily on articles of consumption; articles indispensable to the wants and comforts of existence; a system which, by favoring the rich and oppressing the poor man, renders that beautiful island the paradise of the one and purgatory of the other. But, as a people, this I will say, that though we would close with them in the death grapple, were it necessary, there is no nation under Heaven, with whom, next to our own countrymen, side by side we would sooner battle in the cause of freedom. But I am digressing from the purpose with which I rose, which was to assure you, that should that most unfortunate day ever arrive when omens dark, gloomy, and portentous, shall forebode a civil war, the Navy, on that ill-omened day, will not prove the servile tool of power. Partaking of the feelings of the people, it will be found the advocate of right and the champion of the oppressed. But God avert the evil day, a day which millions yet unborn will mourn as the most direful, since that which witnessed the consummation of the fall of man.

Permit me to give you—*The Union*, like the fabled beam of the palm tree, may it ever spring with an energy increasing, as its dangers are augmented.

*Extract of a letter from the Cherokee country, dated July 8.*

"Nearly the whole nation is now assembled in camps at certain points, prepared to leave the land of their forefathers on the 1st of September, and resigned to the will of stern necessity. Their number is estimated at 18,000. Nearly all the Cherokees had been brought from North Carolina. Several weeks ago about 300 departed to their new home in the far west, and there are now perhaps 12,000 drawing public rations."

## ARRIVALS AT WASHINGTON.

July 25—Col. H. Stanton, A. Q. M. G.  
26—Lieut. J. Selden, 5th Infy. Brown's.  
Ass't. Sur. S. Day, Gadsby's.  
Paymaster D. Randall.  
30—Lieut. W. Chapman, 5th Infy., Georgetown.

## LETTERS ADVERTISED.

WASHINGTON, Aug. 1, 1838.

ARMY.—Capt. H. Brown, 3, Lt. E. B. Babbitt, Capt. J. A. Chambers, 2, Col. W. Davenport, Lt. S. Eastman, Capt. G. H. Griffin, Capt. J. W. McCrabb, Major Gen. W. Scott, Capt. E. V. Sumner.

NAVY.—Dr. T. J. Boyd, Lt. J. L. Ball, John W. Bryce, 2, Purser G. R. Barry, 2, Commo. W. C. Bolton, Lt. M. G. L. Claiborne, 3, John Carroll, 2, Mid. C. M. Collier, 3, Com'r. S. W. Downing, P. Mid. J. J. Forbes, Com'r. F. Forrest, Lt. W. P. C. Griffin, Lieut. W. L. Hudson, 2, Lieut. T. J. Manning, Com'r. Thomas Paine, Lt. L. M. Powell, Purser J. N. Todd.

MARINE CORPS.—Lieut. Allen, Lt. F. B. McNeill, Lt. D. C. Powers, Lt. W. Young.

## PASSENGERS.

NEW YORK, July 22, per ship Niagara, from Charleston, Capt. E. D. Keyes, of the army.

July 26, per steam packet Cuba, from Charleston, Lieuts. F. Woodbridge and J. F. Roland, of the army.

July 29, per ship Natchez, from Valparaiso, Wm. Leigh, U. S. navy.

NEW ORLEANS, July 9, per steamboat Geo. Collier, from St. Louis, Col. J. Green and Dr. — Baker of the army.

SAVANNAH, July 23, per steamboat Forester, from Black Creek, Capt. W. B. Davidson and Lieut. J. Hooker, of the army.

CHARLESTON, July 22, per steam packet North Carolina, for Wilmington, Lieut. C. Q. Tompkins, of the army.

July 24, per brig Moses, from New York, Lieut. C. F. Ruff, of the army.

NORFOLK, July 22, per steam packet South Carolina, from Charleston, Lieut. J. Pickell, of the army.

## COMMUNICATION.

## THE NAVY.

MR. EDITOR:

A writer in your paper, under the signature of Bainbridge, furnished us with a table of employment for the officers of the navy; and although we may be permitted to question the propriety of some few of his suggestions, in the main we concur most fully in his plans. All persons with whom we have conversed, seem to be impressed strongly with the belief, that unless immediate measures be taken for putting a larger number of officers on duty, the most disastrous results must of necessity follow. The country will soon become wearied of maintaining a large body of men in idleness; and the officers themselves feel that being kept in such a condition is silently, but surely, working their destruction.

Bainbridge says: "we recommend a comprehensive plan for the faithful and honest inspection of naval supplies." It is to be regretted that he did not enter into details. We think he has also overlooked another thing of more importance even than the inspection of supplies, and that is, the manner of furnishing supplies. Most persons are of opinion that articles obtained by a contract, made with the lowest bidder, is the cheapest mode of obtaining them. This, however, only holds good where contracts are made separately for each article; and it can be proved that in all cases where a number of articles are contracted for, on the lowest average bid, the United States have been, and can be, cheated to almost any amount. Now let us illustrate this by an example: Suppose two persons, A and B, are competitors for supplying four articles of naval stores, say tar, pitch, rosin, and turpentine. A is well acquainted with the probable amount of each article that will be required, and B ignorant of the same.

B will bid as follows, at the market price: say,

For tar per bbl.	-	-	-	\$1.50
" pitch do.	-	-	-	2.00
" rosin do.	-	-	-	2.00
" turpentine do.	-	-	-	2.00

B's average, - - - \$7.50

A will bid as follows:

Say for tar, per bbl.	-	-	-	\$2.50
" pitch, do.	-	-	-	3.50
" rosin, do.	-	-	-	50
" turpentine, do.	-	-	-	50

A's average, - - - \$7.00

Now let us trace this matter a little further. The supplies at a navy yard will be somewhat in the following proportion, and here mark the result:

A furnishes 500 bbls. of tar at \$2.50,	\$1,250
700 do. of pitch at 3.50,	2,450
20 do. of rosin at 50 cts.	10
10 do. of turpentine at 50 cts.	5

Total, \$3,715

B would furnish 500 bbls. of tar at \$1.50,	\$750
700 do. of pitch at 2.00,	1,400
20 do. of rosin at 2.00,	40
10 do. of turpentine at 2.00,	20

Total, \$2,210

Difference in favor of the highest bid, \$1,505

Having thus pretty clearly exposed the contract system, we will pass to the office of Navy Agent, where, it is believed, practices equally prejudicial to the interests of the country prevail.

In the first place, it must be remembered that the Navy Agent's compensation is fixed at a certain sum, derivable from a per centage upon the amount of moneys disbursed at his office. At the very outset, then, we see an inducement held out to swell the expenditures of the station to which he belongs; and it is but fair to presume that he will not be over particular in purchasing articles for the navy at very low prices. Again, these agents are mostly appointed for having rendered political services to the party in power, and generally hold their offices in places where they have friends to serve. Here we discover another powerful reason why they should at least wink at the malpractices of those who are employed in furnishing supplies; for it must be kept in mind that no one near them can exert the least control over them. It is true the commandant is required to approve all bills; but on an occasion when one of those officers objected to do so, on account of the extravagant prices paid, he was reported to the Navy Department, and significantly told to mind his own business; to put his name to the bills, and ask no questions.

We have in vain endeavored to find a sufficient reason for employing persons as navy agents, who are under no accountability to the navy, and who have no earthly interest in it beyond that of squeezing as much as possible out of their office. Why, let us ask, are not pursers assigned to this duty? We should then have agents dependent upon a fixed salary, instead of a per centage; agents free from party allegiance; agents interested in the navy, and accountable under the articles of war, as well as through their bondsmen, for the faithful discharge of duty. We would, therefore, propose that all our present navy agents be appointed pursers, and made to take their regular turn in all duties belonging to that class of officers. If this will not suit, let them resign. Indeed, no one should be connected with the navy, unless as a daily laborer, without holding either a commission or a warrant. Naval constructors should be commissioned officers; and master workmen, clerks, and all others employed by the year at navy yards, ought to receive warrants. Their situations would then be worth more to them than they are now; and it

would be the means of greatly improving the discipline and efficiency of our dock yards.

ARGUS.

## DOMESTIC INTELLIGENCE.

### FLORIDA WAR.

We have been politely favored by Col. Vinton, with the following official report of the recent battle with the Indians near Newnansville:

FORT GILLELAND, NEWNANSVILLE, }  
June 20, 1838. }

COLONEL: I left this post on the 17th inst., with a command consisting of 1st Lieut. Howe and thirty mounted dragoons; intending to reconnoitre the large prairies lying immediately south of this, and then to proceed towards the Wa-ka-sa-sa ponds, where I had been informed, recent signs of Indians had been seen.

Capt. Walker and Mr. E. Knight, of Newnansville, accompanied me as guides, also an Indian negro, Sandy, was with me in the same capacity.

Soon after entering on the Ke-nof-pa-haw prairie, Sandy, who had left me a few moments, returned at full speed, and reported that he discovered a body of Indians encamped on the point of a large hammock, jutting into the prairie; I immediately proceeded with him and the guides, and examined the situation of the camp, which I was enabled to do, without being discovered, from an isolated grove of timber, directly in front of their encampment, and a half a mile distant.

The guides told me that the position occupied by the Indians, could only be approached in two directions; one by a strip of land leading from where we stood to the point—the other by a very circuitous route, through a large hammock; upon this information I placed twelve men under Lt. Howe, with instructions to conceal himself in front of the grove, and to make a dash at the encampment as soon as he should hear the first fire.

I caused the remaining eighteen men to dismount and tie their horses in the rear of the grove.

We then proceeded, with Captain Walker as guide, to gain the rear of the Indians, which we did after a fatiguing march of about two miles, not however before they had taken the alarm and gained trees, from which they opened upon us a brisk fire; we rushed forward immediately and gave them a spirited fire in return; drove them deep into the hammock—passed by fifteen or twenty horses; and the body of an Indian (through which I made one of my men pass his bayonet.)

It was then reported to me that Capt. Walker (who was foremost in the fight) had been wounded. Upon reaching him, I found that his wound was mortal, and that he was too far gone to give me any instructions as to my position.

The Indians were then firing upon us from right, left, and centre, but with little effect, as my men stuck close to their trees. About this time Lt. Howe made a rapid charge and dislodged them from my right; three of his men were shot from their horses, his own horse was shot from under him, receiving two wounds, and the horse of one of his men was shot, also receiving two wounds. Lieut. Howe then bore off his wounded, and judging from the yell of the Indians that they were making for our horses, he removed them to a more secure place.

Having lost my guide, and being encumbered with the body of Captain Walker and three wounded men, I hardly knew which way to turn; still my men drove back the enemy the third time, took possession of their horses, which we were obliged to abandon, having led them into a marsh, not in our proper direction. The firing then ceased for an interval of twenty minutes, it having been continued on both sides for one hour and three-quarters.

Before discovering the way out of the hammock, which was by mere chance, my men bore along the



body of Captain Walker, until they dropped from fatigue. As I left the hammock, the Indians rallied and gave us long shots which we were unable to return, our ammunition being expended.

We conveyed our wounded (3 of C, and 3 of F, company,) that night to Fort Clark, eight miles from the prairies, and returned early next morning and brought off the body of Captain Walker.

In reconnoitring the ground, we found several spots covered with clothed blood, and the body of one Indian concealed between two logs and covered with bushes.

Our spoils were three ponies and two rifles. From the number I saw running in the woods, and the size of the encampment, I suppose there were about 50 Indians. I regret that the size of my command prevented me from effecting more. Of my own command I have nothing to complain—of my guides, their conduct was all that I could expect or wish. Owing to the skill and prompt attention of Dr. Bynn, I am happy to report that my wounded are in a fair way of recovery.

I have the honor to be sir,

Your obedient servant,

L. J. BEALL, *Capt. 2d Drags.*

To Col. HARNEY, 2d Dragoons.

P. S.—Since writing the foregoing report, I have been informed by Lt. Hardia, that the bodies of two Indians were found by a company of dragoons from Micanopy, whilst scouring the hammock where the engagement took place.

L. J. BEALL, *Capt. 2d Drags.*

#### INDIAN AFFAIRS.

##### HIGHLY IMPORTANT FROM THE WESTERN FRONTIER.

*Extract of a letter from one of the publishers of the Missouri Saturday News, dated FRANKLIN, MO., July 6, 1838.* "A young man from Arkansas says: The citizens of that State are becoming alarmed at the attitude presented by the Indians on their borders; the Creeks have killed some of the principal chiefs, for being friendly to the whites. The citizens of Van Buren are building a fort, so well convinced are they that a rupture with the Indians is inevitable."

**THE INDIANS.**—By a letter from Capt. WILLIAM ARMSTRONG, Superintendent of the Western Territory, dated at the Choctaw Agency, June 29, to a friend in this city, we learn that the chiefs of the Creek nation are much dissatisfied with the account we gave some weeks since of the disaffection said to be existing among them. It appears that we were misinformed, although we received the information from a gentleman of the strictest honor; one who would not willingly state any thing having a tendency to make the whites distrustful of their Indian neighbors, without the strongest grounds of its probability. The acts of a few drunken vagabonds are frequently made to bring trouble on a whole tribe, and to cause bloodshed, which should render the chiefs and influential men among them willing to assist the authorities in preventing the traffic in whiskey within their limits. The Creek chiefs assert that they have a prospect of a good corn crop, and that it is false that their people burned their fences. —*Little Rock Gazette, July 11.*

**SCOTT AND THE CHEROKEES.**—From a conversation with an intelligent gentleman directly from the Cherokee country, we learn that all apprehension of difficulty or disaster from that quarter is now entirely removed—that one-fourth of the Cherokees, or about four thousand in numbers, have already been forwarded to their future residence in the west, and that the residue of the nation, almost to a man, are now quietly encamped under the protection of the United States troops, at convenient places for re-

moval, amply and comfortably provided for; and will be conveyed to their place of destination as soon as the heat of the season will permit. Thus a great and fearful object, though seemingly one of dire necessity, will soon be accomplished, and probably without the loss of a single life."

If any thing can atone for the violation of national faith—if any thing can palliate the injustice of removing, by force of arms, an unoffending, and, comparatively, a civilized people, from their native homes to a distant and barbarous region, it is to be found, partly in the compensation offered by the removing power, but mostly in the watchful solicitude, and guarding humanity by which the act was accompanied. No laurel which Scott has acquired, will live so long or bloom so freshly round his brow, as that which he has gathered in the bloodless fields of the Cherokee country. He has, in the discharge of the ungrateful duty imposed upon him, gained by his vigilance, humanity, and address, immortal honor.

The heroism of the sword belongs to many—to none more emphatically than to Scott: but a courageous, enlightened, and self-denying humanity, is a higher attribute, and belongs to but few. Happily for the Cherokees, and happily, too, for the honor of his country, in the character of Scott they have been found united.—*New York American.*

\* The story of 500 having been blown up in a steamboat is entirely unfounded.

**INDIAN EMIGRATION.**—We are gratified to learn that preparations are made for the removal, this season, of the remaining Pottawatama and Chippewa Indians, in this State and the Territory adjoining, to the country allotted to them west of the Mississippi river. The emigrating parties are now organizing in the vicinity of this place and Milwaukee. The whole are to be concentrated on the Des Plaines river by the 15th of July, when they will take up their line of march for a country better calculated to supply their wants, and where, it is to be hoped, they will be removed from those collisions and associations which now make them so wretchedly poor and depraved. Upon their arrival west, they are supplied with good fresh beef and pork, flour and corn, for one year, and as much land, which is already broken up at the expense of the Government, as will, with a little labor, supply all their wants.

A more economical arrangement has been adopted by the Indian Department during the last winter in consolidating this agency with that of Indiana; both agencies are now under the superintendency of A. C. Pepper, Esq., of Logansport, Indiana.

Major J. S. BERRY, of Vandalia, is the assistant superintendent for this district. Lt. J. T. SPRAGUE, U. S. A., is the disbursing officer who accompanies the party west, and Government could not have a more indefatigable and trust-worthy agent. Lieut. Sprague has served some time in the Florida war, and accompanied several emigrating parties to the west, from the south as well as the north, although quite a young man.—*Chicago Democrat.*

*From the Milledgeville (Geo.) Journal, July 17.*

Our readers will see by the following "Orders," that the Georgia troops in the Cherokee service have been honorably discharged. Gen. FLOYD and suite arrived here last week, on their way home. The difficult service confided to General Floyd and the troops under his command, has been promptly, energetically, and humanely discharged, and this officer has entitled himself to the soldier's best reward, his country's praise. It is gratifying that the Indian population has at length been finally removed from the limits of the State, and it adds to our gratification to reflect, none but the troops of the State have been the instruments in effecting the removal,

ORDERS } HEAD QUARTERS, Mid. Mil'y. Dist.  
No. 40. } New Echota, 21st June, 1838.

The Georgia volunteers, having performed with promptitude, energy, and humanity, the duties assigned to them in the Cherokee country, will be honorably discharged from the service of the United States, by the order of Major General Scott. If any Indians have eluded their vigilance, they are but a few stragglers, whom necessity will compel to follow their tribe to the west, or surrender, or perish. To the high praise bestowed by Major Gen. Scott on the Georgia troops, the Brigadier General commanding them has the pleasure to add his commendation, and in bidding them farewell, they have his best wishes for a safe and happy return to their respective homes.

By order of Brig. Gen. Floyd, commanding Middle Military District, G. M.

THOMAS BOURKE,  
Capt. and Aid-de-Camp.

**MILITARY.**—The two companies of the U. S. Infantry now stationed on the Sabine Lake have been ordered to return to Fort Jesup. The duty on which they were employed was the clearing out of Sabine river. Major Belknap has been appointed commissioner to establish a line of posts on the Arkansas frontier, and has gone on that duty. The companies will return under the command of Captain Lewis. The Government has ordered a reserve of lands for military purposes, to be marked out on the present location of the camp. It will be about ten miles square, extending from the sea shore and bordering on the Sabine Pass and Lake.—*New Orleans Commercial Bulletin.*

**FORT MONROE.**—The promise of a splendid display of fireworks at Fort Monroe, had attracted a large party from Norfolk and Portsmouth, to take an evening excursion in the Old Dominion to see them, and thither she proceeded, on leaving Hampton. Here our Norfolk volunteers landed and marched to the parade, within the Fort, on which the fire works were to be set off. The exhibition commenced soon after, and was indeed a most brilliant and masterly display of the pyrotechnic art. It affords us pleasure to remark, that Major Erving, in command of the fort, waited on the officers of the volunteer companies, and politely invited them to his quarters to partake of refreshments; assuring them at the same time of his regret that he had not been earlier apprised of their visit, that he might have been prepared to extend the same civility to their men. They express a lively sense of the attentions shown them by Major Erving, and also by Captains Green, Huger, Van Ness, and Lieut. Capron.—*Norfolk Herald.*

NAVY DEPARTMENT, July 28, 1838.

Extract from a letter to the Secretary of the Navy, from D. S. Edwards, Surgeon of the fleet on the West India station, dated

PENSACOLA BAY, July 12, 1838.

"SIR: Herewith enclosed are the Surgeons' quarterly reports of sick up to the 1st July, 1838, as far as have been received, from which it does not appear that any death has occurred by disease during the quarter.

I feel highly gratified in being able to report that the crews of all the ships and vessels upon this station are in fine health and condition. To this result nothing has, perhaps, more essentially contributed, after a watchful internal police and a careful cleansing and ventilation of the ships' holds and other deep recesses, than the sound and well preserved provisions which have been supplied us, without which all other means are vain.

"Fruits and other vegetable supplies have been given whenever within reach."

# NOTICE TO MARINERS.

CUSTOM HOUSE, KEY WEST,

Collector's Office, June 30, 1838.

The Light Vessel for the North West Bar of this harbor, has been placed at her moorings. She lies about eight miles from Key West, at the junction of the North and North West Channels, so as to serve as a guide to vessels entering either.

Vessels from the westward, coming in by the North Channel, will bring the Light Vessel to bear *due south*, and run directly for her; and, on reaching her station, will then run for the Light House on Key West, unless the tide should be extraordinarily low; there is ten feet in this channel at low water, and 12 feet at high water.

Vessels coming in by the North West Channel, will bring the Light Vessel to bear *south east half east*, run for her and then steer for the Light House as before. This channel is considered the best, having from one to two feet more water than the other.

Masters of vessels going out from Key West, will merely reverse the above directions.

The light vessel shows one light at an elevation of about 50 feet, which may be seen in clear weather, nine or ten miles.

W. A. WHITEHEAD,  
Col. and Sup't of Lights.

**SCHOONER ACTIVE.**—The New York Commercial Advertiser of Saturday says—The U. S. schr. Active was sold yesterday for \$4,500; she originally cost the Government \$8,000. The amount expended on her, in repairs and alterations, was \$9,000. Total cost, \$17,000. Loss on the sale, \$12,500.

**THE U. S. MILITARY ACADEMY.**—The following is an extract of a letter to the editor of the Arkansas Gazette, from Gov. CONWAY, dated

EXAMINING HALL,

West Point Academy, June 5, 1838.

DEAR SIR: I am now witnessing the examination of the Cadets of this institution—which examination commenced this morning at 6 o'clock. The Board of Visitors, consisting of twenty-one members present, organized on yesterday by electing Professor Ducatel, of Md., President, and Doctor Z. Pitcher, Secretary.

I am thus far much pleased with the examination. The students seem well prepared for the task which they have just commenced. They appear to be entirely healthy, sprightly, and contented, and are a fine and promising looking assemblage of youths. My imagination could not have conceived of a spot, which nature had adorned with so much sublimity and beauty as West Point. It is finely watered, and cannot be otherwise than perfectly healthy. I am now more perfectly satisfied than ever of the great usefulness which this institution is destined to prove to the American people, if judiciously conducted.

**GEN. WOOL.**—We remarked in our yesterday's paper that Gen. Wool had returned to this city from the vicinity of Moose Head Lake, where he had been, attended by Gen. Irish, Maj. Graham, and J. E. Johnston, Engineer, to select a suitable site for the location of a military post. The place selected is at what is called the Pass, where the Canada road crosses Moose river, about fourteen miles from the line. On Saturday Gen. Wool and Gov. Kent visited Bucksport, for the purpose of examining the location where fortifications have long been contemplated.

Gov. Kent and General Wool left in the stage for Houlton, Monday morning.—*Bangor Whig*, 18th.

Correspondence of the Boston Courier.

"HOULTON, Me., July 17, 1838.—Gov. Kent, of this State, and Gen. Wool, of the U. S. army, arrived here this morning, in the stage from Bangor, and at



12 o'clock they visited the garrison. The Governor received the customary salute, and the troops were mustered on their beautiful parade ground, and went through various evolutions with admirable precision; after which they were inspected by General Wool. The day is one of the most charming of the season, and the freshening breeze made the military exercise agreeable to the soldiers. There were only about seventy muskets in the parade, as the companies stationed here are not in full ranks at the present moment, and some of the privates were on guard duty at the hospital. Major Clarke commands here, whom you may recollect as a meritorious officer of the last war with Great Britain. Captain Kingsbury, Lieuts. Penrose and Johns, and Dr. Sprague, are all the commissioned officers now at the post.

"Gen. Wool has quite a military carriage, and a quick eye for observation. He is now, as you are aware, on duty in this region for the selection of military sites, &c.

"How long Gen. Wool and Gov. Kent intend remaining amongst us, I have not heard; but I understand that the General has said that more troops will shortly be sent to this district. As to the probability of a war concerning the northeastern boundary, you have equal means of judging with myself. We are on excellent terms with our good neighbors of New Brunswick, and both parties would deplore a rupture of our present situation. I believe, moreover that our Province neighbors think that we have the right of the question on our side; and indeed the English maps are clearly at issue with the pretensions of the British.

"The garrison here is built on an elevated and commanding ridge, of easy ascent. Six or eight acres are enclosed in a cedar post stockade, and the houses of the officers and men, built two stories high, and painted white, are arranged on three sides of the parade ground, the whole, to the eye of the traveller, presenting quite a picturesque appearance. B."

A vile calumny being now in progress through the circuit of the newspapers, implicating the character of Gen. Wool, of the U. S. Army, we are eager to join in the expression of perfect scorn, entertained by the New York Gazette, for whoever could originate such a charge. It had its birth in the investigation had before a Vermont Grand Jury into the accusation laid against Nelson and other misnamed *Patriot* leaders; and asserts that he proffered his aid to their cause, as Commander-in-Chief, at a salary of \$25,000 per annum.

Years and years gone by, we made our first essay under his command, in that gallant profession which he has so well adorned, at the period when he was laying the basis of that reputation, which he has reared to so splendid a structure; and although widely separated in the course of service, yet occasional intercourse, and uninterrupted acquaintance with his character and movements, justifies the assertion, that there lives not an officer more devoted to his profession or more zealous in the discharge of his duties; not one impelled by a higher sense of honor, or by purer motives, so peculiarly the attributes of it.—*Mobile Chronicle*.

**THE AFFAIR SETTLED.**—We understand that the difficulties growing out of the recapture of the American schr. *Ione*, between Capt. Clarke, her commander, and the prize officer, M. Le Coet, were honorably adjusted this morning, by an exchange of shots, at twelve paces. We are happy to learn that neither of the parties was injured. M. Le Coet wished to continue the fight until either himself or Captain Clarke should be wounded or killed; but through the laudable exertions of his seconds this desperate procedure was obviated. In our opinion, they are both honorable and good men; and we hope that, having proved their courage, they will again become friends.—*New Orleans Courier*, July 20.

The Editor of the Boston Atlas has a letter from an officer in the frigate *United States*, dated Trieste, May 18th, which states that the Austrian Government was getting a frigate ready for sea, to bring the Arch-Duke of Austria to this country. The officers of the *United States* had been treated with the greatest attention at Trieste. The *United States* was to sail for Corfu in a few days, and afterwards to Smyrna.

The steamboat *Antelope* has returned to St. Louis from the mouth of the Yellow Stone river, after an absence of more than three months. By this arrival authentic information is received that the small pox ceased its ravages among the Sioux, but was still raging amongst the Indians higher up the Yellow Stone. The Assineboines are said to be extinct, and most of the Blackfeet have fallen victims. It was believed that more than 25,000 have died of the disease, and that it would not stop short of the Pacific ocean.

**PIRATES.**—Capt. Winchenbach, of the brig *Ceylon*, arrived at New York on Thursday evening, from Marseilles, states that on the 4th July, in lat. 36 13 N., long. 47 20 W., saw a suspicious looking schooner ahead, with fore and main topsail, standing south, and at half past 6 P. M., she hoisted a Portuguese flag, and fired a shot across his bows, and shortly after fired three more guns. The *Ceylon* was immediately hove to, and the schooner came alongside. Captain W. and two seamen got into the boat and went on board of her. A boat was immediately after this manned from the schooner with five men, who boarded the *Ceylon* and searched her, but finding no money, they took a box of wine belonging to the cargo, some water and provisions, and left her. The brig had \$1,500 on board, which Captain W. threw into a water cask, and thus succeeded in saving it.

**ANOTHER.**—Captain Cobb, of the ship *Hibernia*, from Liverpool, reports having spoken on the 5th July, at 4 P. M., in lat. 40 30, long. 34 20, the Br. brig *Isabella*, of London, 150 days from Sidney, New South Wales, for London. The *Isabella* had been boarded the day previous by a Spanish piratical brig, mounting eight guns, full of armed men, and was robbed of spare sails, cordage, canvass, and twine. The passengers and seamen were also robbed of every thing that answered their purpose. The Captain of the *Isabella* further informed that on the following morning he spoke the U. S. ship *Cyane*, Captain Percival, from Boston, bound to the Mediterranean, who immediately hauled up to the south east in pursuit of her. Captain Cobb supplied the *Isabella* with water and with stores.—*New York Courier*.

**RAIL ROAD ACCIDENT.**—A serious accident occurred on the Lewiston Railroad, day before yesterday. As the cars were descending the mountain by horse power, conveying a company of U. S. troops under the command of Capt. J. R. Smith, such an impetus was caused by the rear car not being controlled by the brakes, as to alarm the driver who, jumping from his seat, left the train. The very next instant the horse was crushed to death, the forward car forced off the track and down the precipice about fifty feet, being completely demolished. About twelve soldiers were more or less injured by cuts and bruises. One poor fellow had his leg so shattered as to probably require amputation. Every attention was paid by the citizens of Lewiston to the sufferers, who were conveyed by the steamboat *United States* to Fort Niagara.

The officers, with their wives and children, and the wives and children of several of the privates, fortunately were in the middle car, and escaped all danger and injury.—*Buffalo Journal*, July 19.

**ELEGANT NEW SHIPS.**—The splendid new ship *Sea*, Capt. Fisher, of 900 tons, built in this city on New York account, will sail from this port to-day. She is, we believe, the largest merchant ship ever built in Baltimore.

A noble corvette ship, the *Venus*, Capt. Wallace, pierced for 18 guns, built in this city on foreign account, is also ready for sea. She is, we learn, the sharpest clipper-built vessel ever constructed here, and, according to the opinions of nautical men, must outsail any thing that floats.

The elegant new steam ship *Natchez*, Captain Story, of nearly 1,000 tons burthen, left this port a few days ago for New York, where she has since arrived. The *Natchez* is the largest steamboat in the United States.

Either of the above vessels is calculated to reflect the highest credit on the skill of our able mechanics. —*Baltimore American*.

**DR. LARDNER ON ATLANTIC STEAM NAVIGATION.**—The Doctor seems disposed to back out of his Theoretical Prophecy. The last monthly Chronicle contains an interesting article on ocean steamers, evidently from the pen of Dr. Lardner, who expresses his gratification at the recent achievements of the Great Western and *Sirius* steamers. The writer denies that he ever committed himself against the possibility of making the transatlantic voyage by the power of steam; but only that he expressed strong doubts as to the practicability of the experiment. The alledged remark was made by Dr. Lardner in a lecture delivered in the winter of 1836, at the Mechanics' Institute, on steam intercourse with America, in which he denied the practicability of making a voyage by steam direct from England to New York; and also in a letter from Macgregor Laird, Esq., in reply to the Doctor's assertion. "As to the project, however," said the Doctor, "which was announced in the newspapers, of making the voyage directly from New York to Liverpool, it was, he had no hesitation in saying, perfectly chimerical, and they might as well talk of making a voyage from New York or Liverpool to the moon." Mr. Laird denied this *dictum* of the Doctor, and has practically proved its unsoundness by the performance of the voyage within two years of the time in which it was put forth from the lecturer's chair.

**STEAM NAVIGATION.**—By enlarging the model of the Great Western to a ship of 3,200 tons, with engines of 1,000 horse power, the voyage from Bristol to New York, made in fifteen days five hours, by the Great Western, consuming 450 tons of coals, would be performed by this large ship, under the circumstances of wind and weather, in about ten days, with a consumption of about 530 tons of coals. If we allow 1,000 tons for the weight of her engines, boilers and water, and 1,100 tons for fuel out and home, we shall have 1,100 tons to spare for cargo and passengers; showing that speed, economy, and capacity increase in proportion to the size of the ship. Three tons to the horse power seem to be a fair estimate; but as ships are increased in magnitude, the propelling power, perhaps, may be decreased. —*Railway Magazine*.

**CONSTANTINOPLE, May 17.**—The whole Ottoman fleet, with the exception of a few frigates, is only waiting for a favorable wind to put to sea. It consists of about fifty sail, of which twelve are line-of-battle ships, and it is confidently stated that the Captain Pasha has orders to proceed to Alexandria, with part of his naval force, to remonstrate with the Viceroy on the conduct of his troops in Syria, and to insist on the payment of the arrears to the Porte.

It is reported, on the other hand, that the Sultan will proceed with the fleet as far as Smyrna, and thence continue his journey overland to the head

quarters of his army in Asia Minor, and enter Syria at its head. This is a mere rumor, but as Russia has been for some time sedulously laboring to sow discord between the Sultan and the Viceroy, it is deemed highly probable, that notwithstanding the assurance to the contrary given by both to the representatives of England and France, hostilities will shortly commence between Turkey and Egypt.

## LAWS OF THE UNITED STATES.

[PUBLIC—No. 53.]

AN ACT to provide for the support of the Military Academy of the United States, for the year eighteenth hundred and thirty eight, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the following sums be, and the same are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, for the support of the Military Academy for the year one thousand eight hundred and thirty-eight, viz:

For pay of officers, cadets, and musicians, fifty-six thousand and twelve dollars;

For subsistence of officers and cadets, thirty-nine thousand five hundred and sixty-six dollars;

For forage of officers' horses, one thousand one hundred and fifty-two dollars;

For clothing of officers' servants, three hundred and thirty dollars;

For defraying the expenses of the Board of Visitors at West Point, one thousand nine hundred and ninety-eight dollars and eighty-four cents;

For fuel, forage, stationery, transportation, and postage, fifteen thousand two hundred and ninety-five dollars;

For repairs, improvements, and expenses of buildings, grounds, roads, wharves, boats, and fences, seven thousand two hundred and fifty-seven dollars and fifty cents;

For pay of adjutants' and quartermaster's clerks, nine hundred and fifty dollars;

For increase and expenses of the library, eight hundred dollars;

For miscellaneous items and incidental expenses, one thousand five hundred and seventy-seven dollars and fifty cents;

For the erection, as per plan, of a building for recitation and military exercises, in addition to amount heretofore appropriated, eighteen thousand two hundred and fifty-four dollars and sixty cents;

For the erection of a barn and public stables, one thousand dollars;

For compensation to the assistant professor of chemistry, mineralogy, and geology, at the Military Academy, three hundred dollars;

For printing and binding the regulations of the Military Academy, three hundred and sixty dollars.

**SEC. 2** *And be it further enacted,* That the sum of twenty-six thousand dollars be, and the same is hereby, appropriated for the re-construction of the buildings for the library, engineer, chemical, and philosophical departments at the Military Academy at West Point, destroyed by fire in February last.

[SEC. 3 relates to the collectors, &c., of the customs. SEC. 4 to the Post Office Department.]

**SEC. 5.** *And be it further enacted,* That the following sums be, and the same are hereby, appropriated, out of any unappropriated money in the Treasury, viz:

For the Mars Hill military road, three hundred and sixty-four dollars and three cents, to enable the Treasury officers to close the account of Charles Thomas, being part of an amount heretofore appropriated and carried to the surplus fund;

For an outstanding balance of expenditures under the head of military surveys, and to enable the Department to settle and close that account, ten thousand dollars;

For an outstanding balance of expenditure for surveys by the civil engineers to enable that department to settle and close the account for those surveys, two thousand dollars;

For enabling the Secretary of the Treasury to carry into effect the resolution of the twenty-ninth ultimo, on the subject of steam engines and steamboats, and the



loss of life and property which has been suffered in their use, the sum of six thousand dollars, or so much thereof as he may find necessary for that purpose.

For carrying into effect the act for the increase of the army, to wit:

For pay, three hundred and seventy-nine thousand five hundred and twenty dollars and fifty cents.

For clothing, two hundred and sixteen thousand seven hundred and thirty dollars.

For subsistence, seventy-four thousand six hundred and forty-five dollars.

For contingent expenses for recruiting, fifty-three thousand eight hundred and eighty dollars.

For defraying the expenses of the Board of Visitors at the Military Academy, in addition to the sum contained in the annual appropriation for that object, six hundred and ninety-eight dollars and seventy-five cents.

For procuring new machinery for the Harper's Ferry Armory, the sum of twenty thousand dollars.

[Sec. 6 relates to the Smithsonian legacy.]

SEC. 7. *And be it further enacted*, That the Secretary of the Treasury cause to be made, under the superintendence of Mr. Hassler, one standard balance for each State, and when completed that he cause them to be delivered to the respective Governors for the use of the respective States.

APPROVED, July 7, 1838.

[PUBLIC—No. 54.]

AN ACT to provide for the settlement of the claim of the State of New York, for the services of her militia.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of War be, and he is hereby, authorized and directed to cause to be reimbursed and paid to the State of New York, on the order of the Governor of said State, out of the appropriation for the prevention of hostilities on the northern frontier, such amount as the Paymaster General of the United States army and the accounting officers of the Treasury shall ascertain and certify would have been due from the United States to the volunteers and militia called into the service of the State, in the latter part of the year eighteen hundred and thirty-seven and the first part of the year eighteen hundred and thirty-eight, for the protection of said frontier, by the Governor, if said volunteers had been duly called into the service of the United States, and regularly received and mustered by the officers of the United States army, according to the laws and regulations which have governed in the payment of the volunteers and militia of other States: *Provided*, That the accounts of the agent employed by the State of New York to make said payments, be submitted to the Paymaster General and the accounting officers for their inspection: *And provided, also*, That no reimbursement shall be made on account of the payment of any volunteers or militia who refused to be received and mustered into the service of the United States, or to serve under the officers of the United States army appointed by the President to command on the northern frontier.

APPROVED, July 7, 1838.

*From the National Intelligencer.*

IMPROVEMENT OF HARBORS, &c.

No action of Congress is of more general interest than that which concerns the improvement of harbors, rivers, &c., and generally the erection of works for the security and protection of navigation, both foreign and inland. We have, therefore, compiled, for the information of our readers, the following table of appropriations for the continuation of works of this character, made by the act which became a law on the 9th Inst.

For the harbor of Chicago, Illinois,	\$30,000
For the harbor at Michigan city, Ind.	67,733 59
For a pier or breakwater at the mouth of the river St. Joseph, Michigan,	51,113
For the harbor near the mouth of the river Raisin, Michigan,	15,000
For the harbor at the mouth of Black river, in Jefferson county, N. York,	22,401
For the harbor at Whitehall, N. York,	15,000

For the channel at the mouth of Genesee river, New York,	25,000
For Black river, Ohio,	5,000
For the mouth of Huron river, Ohio,	5,000
For the mouth of Vermilion river, Ohio,	23,626 57
For Cleveland harbor, Ohio,	51,856
For Cunningham creek, Ohio,	5,000
For Ashtabula creek, Ohio,	8,000
For Conneaut creek, Ohio,	8,000
For the harbor of Presque island, Penn.	30,000
For Dunkirk harbor, New York,	10,000
For the harbor of Portland, Lake Erie, New York,	35,466
For the harbor at Cattaraugus creek, Lake Erie, New York,	32,410
For the harbor of Salmon river, Lake Ontario, New York,	30,000
For a breakwater at Plattsburgh, N. Y.	27,500
For the harbor at the mouth of Oak Orchard creek, New York,	5,000
For the pier at Kennebunk, Maine,	8,000
For Big Sodus bay, New York,	10,000
For the pier and mole at Oswego harbor, New York,	46,067
For the breakwater at Burlington, Vermont,	50,000
For the breakwater at Stanford's Ledge, Portland harbor, Maine,	26,366
For the breakwater at Hyannis harbor, Massachusetts,	8,764
For the breakwater at Sandy bay, Mass.	20,000
For the channel of the river Thames, leading into Norwich harbor, Conn.	10,000
For the harbor of Westport, Conn.	4,782
For improving the Hudson river above and below Albany, New York,	100,000
For the harbor of Wilmington, Del.	9,356
For the harbor of Newcastle, Del.	11,573
For the Delaware breakwater,	150,000
For the harbor of Baltimore, Maryland,	20,000
For Cape Fear river, below Wilmington, North Carolina,	20,000
For opening a passage of fifty yards wide and seven feet deep, at low water, between the town of Beaufort and Pamlico sound, North Carolina, and for improving New river,	25,000
For Tar river, below Washington, North Carolina,	5,000
For the inland channel between St. Mary's and St. John's, Florida,	29,000
For Dog river bar and Choctaw pass in Mobile river,	50,000
For the Cumberland river, in Kentucky and Tennessee, below Nashville,	20,000
For the Ohio river, below the falls and Pittsburgh,	50,000
For the Ohio and Mississippi rivers, from Louisville to New Orleans,	70,000
For the Mississippi river above the mouth of the Ohio and the Missouri rivers,	20,000
For Grand river, Ohio,	10,000
For Buffalo harbor,	20,500
For a mound or sea wall along the peninsula which separates Lake Erie from Buffalo creek,	48,000
For Plymouth beach,	2,400
For Provincetown harbor,	4,500
For Rainsford island,	7,353
For Fairweather island and Black Rock harbor, Connecticut,	11,550
For the harbor at the mouth of Bass river, Massachusetts,	10,000
For the breakwater of Church's cove, Little Compton, Rhode Island,	18,000
For Little Egg harbor,	10,000
For the channels at the northern and southern entrances of the Dismal Swamp canal,	10,000

For Savannah river, Georgia,	15,000
For the Arkansas river,	40,000
For the harbor of New Bedford, the un- expended balance of an appropriation of \$10,000,	7,691 37

**ESTIMATED EXPENDITURES OF THE GOVERNMENT FOR 1838.**—In the debate on the Harbor Bill, Mr. Cambreleng presented the following estimate of the public expenditures for the ensuing year:

Appropriations for 1838 already made:	
Army,	\$4,200,000
Civil and diplomatic,	3,200,000
Revolutionary and other pen- sioners,	2,000,000
Navy, including former appro- priations,	5,750,000
Cumberland road,	500,000
Preventing and suppressing In- dian hostilities,	7,740,000
Protection of northern frontier,	625,000
Appropriations under perma- nent laws,	2,260,000
	—26,325,000
Appropriations which will probably be made:	
Indian annuities, &c.,	1,520,000
Fortifications,	850,000
West Point,	150,000
Harbors, &c.,	1,450,000
Additional appropriations for	
Public service,	200,000
New army bill,	723,000
New Indian treaties,	1,700,000
	—6,573,000
Miscellaneous appropriations not enu- merated,	1,000,000
	\$33,898,000

Of the above appropriations, about thirteen mil-  
lions are for extraordinary purposes, ten millions of  
which belong to the Indian service alone.

This will make the aggregate charge upon the  
year, including the appropriations of former years  
unexpended on the 1st January last, \$47,000,000.

## ARMY.

### OFFICIAL.

GEN. ORDERS, } WAR DEPARTMENT,  
No. 27. } ADJUTANT GENERAL'S OFFICE,  
Washington, July 27, 1838.

The following temporary appointment has been made  
by the President, under the provisions of the act of July  
4, 1836.

"Colonel HENRY STANTON, Assistant Quartermaster  
General, is hereby appointed to perform the duties of  
Quartermaster General of the Army, during the ab-  
sence of that officer from the Seat of Government.  
M. VAN BUREN."

BY ORDER:

ROGER JONES, Adj't. Gen.

### RESIGNATIONS.

- 1st Lieut. John Pickell, 4th Artillery, Aug. 5, 1838.
- 1st Lieut. John Conrad, 6th Infantry, Aug. 31, 1838.
- 2d Lieut. A. H. Tappen, 5th Infantry, July 31, 1838.
- 2d Lieut. R. T. Jones, 3d Artillery, July 31, 1838.
- 2d Lieut. J. A. Early, 3d Artillery, July 31, 1838.

### OFFICIAL MEMORANDA.

Brevet Lieutenant Colonel B. K. Pierce, Major of the  
1st Artillery, declines the appointment of Lieut. Colonel  
of the 8th Infantry.

Captain Samuel L. Russell, of the 2d Infantry, de-  
clines the appointment of Captain in the 8th Infantry.

1st Lieutenant W. W. S. Bliss, of the 4th Infantry,  
declines the appointment of 1st. Lieutenant in the Corps  
of Topographical Engineers.

Major Newman S. Clarke, of the 2d. Infantry, has  
been appointed Lieutenant Colonel of the 8th Infantry.

Captain and Brevet Major Thomas Staniford, of the  
2d Infantry, has been appointed Captain in the 8th In-  
fantry, with date of rank according to his present com-  
mission in the 2d Infantry.

Captain and Brevet Major Gustavus Loomis, of the 1st  
Infantry, has been promoted to the rank of Major of the  
2d Infantry.

1st Lieutenant E. G. Mitchell, of the 1st Infantry, has  
been promoted to the rank of Captain.

Second Lieutenant J. McAlister, of the 1st Infantry,  
promoted to the rank of 1st Lieutenant.

1st Lieutenant J. H. Simpson, of the 3d Artillery, is  
appointed 1st Lieutenant in the Corps of Topographical  
Engineers.

ENGINEER ORDER, } ENGINEER DEPARTMENT,  
No. 2. } Washington, Aug. 1, 1838.

I....Lieut. Col. R. E. De Russy, Corps of Engineers,  
is hereby relieved at his own request from the superin-  
tendence of the Military Academy. He is assigned to  
the charge of all the public works under this Department  
on the Delaware river and bay, and of Forts Monroe  
and Calhoun, in Virginia. He will establish his head  
quarters at Fort Monroe, and be assisted by 1st Lieut.  
Meigs, and 2d Lieut. Campbell, of the Corps of Engi-  
neers, the latter of whom will repair forthwith to Fort  
Monroe, and report for duty.

II....Major Richard Delafield, as soon as he has turned  
over to Lieut. Col. De Russy the works on the Dela-  
ware now under his charge, will repair to West Point,  
and assume the command there, as superintendent of  
the Military Academy.

III....Captain W. A. Eliason is hereby relieved from  
the charge of the works for the defence of Hampton  
roads, and will await further orders.

IV....The Cumberland road east of the Ohio is as-  
signed to Capt. George Dutton, to whose present com-  
mand it is attached. Major Delafield will transfer to  
him all the books, papers, &c., referring to that work.

V....Captain Frederick A. Smith will relieve Major  
Delafield in the general superintendence of the works  
for the defence of Baltimore harbor, and will devote to  
those works all the attention that his other duties at  
Washington will permit.

C. GRATIOT, Chief Engineer.

## NAVY.

### ORDERS.

- July 24—P. Mid. W. A. Parker, Navy Yard, Boston.
- P. Mid. F. Lowry, schr. Experiment, Coast Survey.
- P. Mid. John Hall, do. do.
- Mid. H. L. Chipman, Navy Yard New York.
- Ass't. Sur. P. Baker, Rec'g ship, do.
- 25—P. Mid. T. M. Brasher, schr. Experiment, Coast  
Survey.

Gunner Washington Bright, Ex. Expedition.

27—Ass't. Sur. J. S. Whittle, do.

28—Lieut. Alex. Gibson Navy Yard, New York.

30—Lieut. R. Semmes, do. Norfolk.

### APPOINTMENT.

July 25—Washington Bright, Acting Gunner.

### VESSELS REPORTED.

Ship Natchez, Com'r Page, sailed from Pensacola on  
the 11th ult., on a cruise, to touch at Havana and Matan-  
zas.

Frigate United States, Capt. Wilkinson, sailed from  
Smyrna, on the 3d of June, for a cruise on the coast of  
Egypt and Syria.

Ship North Carolina, Commo. Ballard, sailed from  
Valparaiso for Callao, on the 4th April, and the ship Lex-  
ington, Capt. Clack, from and to the same, on the 14th.  
Schr. Enterprise, Lt. Comd't Glendy, arrived at Valpa-  
raiso, May 26, from a cruise.

## DEATHS.

At the Pensacola Navy Yard, on the 10th ult. ROBERT  
FREDERICK, aged 15 months, son of Lieut. JAMES P.  
WILSON, of the Navy.

At Bath, Me., on the 10th ult. Lieut. THOMAS M.  
HILL, of the 1st Regiment U. S. Infantry, and son of  
the Hon. MARK LANGDON HILL.

At Bath, Me., on the 21st ult., Lieut. EDMOND M.  
RUSSELL, of the Navy.